

teMPO

KEEPING PACE WITH OUR TRANSPORTATION NEEDS

SPRING 2005

VOLUME NINE

ISSUE ONE

SPRING BREEZE, SUMMER HEAT

As Spring's balmy breezes give way to the sizzle of Summer, transportation planning activity heats up right along with the temperatures. In this issue of *teMPO*, your Metropolitan Planning Organization (MPO) has hot news to report on just about every travel mode: Transit, Rapid Transit, car- and van-pool, pedestrian, bicycle and roadway. Just consider *DIRECTIONS*, The Rapid Transit Study To Improve Regional Mobility, which began more than two and a half years ago. Early this summer, the MPO will oversee the identification of a locally preferred alternative (LPA) for the first leg of a possible region-wide rapid transit system through the Northeast Corridor, including a selected route alignment and transit technology. Find out how in *DIRECTIONS LPA*, an up-to-the-minute report on the cooperative process involving the study team, the public, and members of the Policy Steering Committee of

cont on page 3, see Summer Heat

DIRECTIONS' ADOPTS FTA BEST PRACTICES

"It may take us a little longer to get there, but slowing down our pace assures us that *DIRECTIONS* is definitely on the right track," says MPO Manager/Master Planner Mike Dearing of the regional rapid transit study that was scheduled to end this summer. The reason? "Due diligence on our part and a show of solidarity and cooperation with the Federal Transit Administration," he says.

For the past five years, the Federal Transit Administration (FTA)

has been analyzing the practices used by major urban areas across the county and around the world to forecast ridership estimates as part of their transportation planning activity. For the last six months, during Phase III of *DIRECTIONS*, the MPO and its consultants have been forecasting ridership estimates for the starter system options

cont on page 10, see DIRECTIONS' Adopts Best Practices



DIRECTIONS

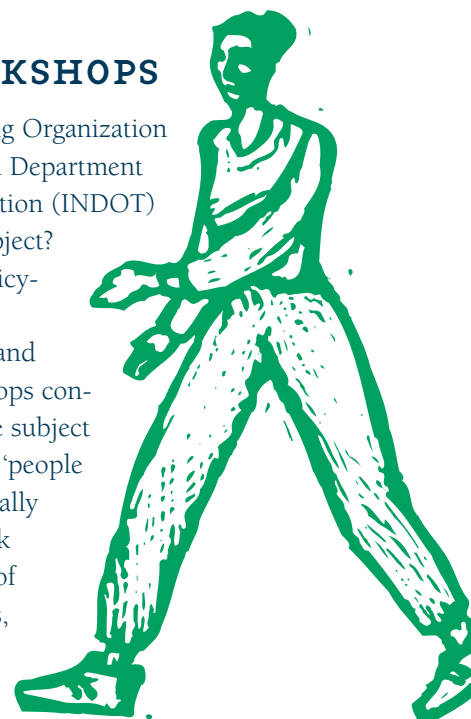
A Rapid Transit Study To Improve Regional Mobility

WALKABLE COMMUNITY WORKSHOPS

In mid-June of this year, the Metropolitan Planning Organization (MPO) partnered with the Marion County Health Department (MCHD) and the Indiana Department of Transportation (INDOT) to co-sponsor a series of public workshops. The subject? How to make our community more walkable and bicycle-friendly.

Presented by the National Center for Bicycling and Walking (NCBW), each of the eight 4-hour workshops consisted of an engaging presentation, a 'walkabout' the subject area, and a group discussion on how to improve its 'people powered' travel potential. Participants joined nationally known cycling and walking advocate/authority Mark Fenton who led the workshops with the assistance of Megan Hoyt from the City of Seattle. Over the years, Hoyt has implemented many innovative bike and pedestrian projects in the Emerald City.

cont on page 16, Walkable Community Workshops



IN THIS ISSUE

<i>DIRECTIONS' Adopts Best Practices</i> .Page 1
<i>Walkability Workshops</i> .Page 1
<i>Q & A</i> .Page 2
<i>Study Area MAP</i> .Page 3
<i>Transportation Plan Conformity</i> .Page 5
<i>Indy's Rush Hour Ranking</i> .Page 6
<i>IndyGo COA Recommendations</i> .Page 7
<i>MPO Renews, P & P Expands</i> .Page 9
<i>Knozone Reborn</i> .Page 15
<i>Irons In The Fire</i> .Page 20

ACRO-NYMBLE

Here's a list of the agency and program acronyms mentioned in this issue. Refer to it to keep your understanding letter-perfect.

AA – Alternatives Analysis
AGT – Automated Guideway Transit
AICP – American Institute of Certified Planners
BRT – Bus Rapid Transit
CAC – Citizens Advisory Committee
CBD – Central Business District
CEO – Chief Executive Officer
CIBA – Central Indiana Bicycle Association
CICS – Central Indiana Commuter Services
CICOA – Central Indiana Council On Aging
CIRTA – Central Indiana Regional Transportation Authority
CISTMS – Central Indiana Suburban Transportation Mobility Study
CMAQ – Congestion Mitigation & Air Quality
CMS – Congestion Management System
COA – Comprehensive Operational Analysis
DEIS – Draft Environmental Impact Statement
DMD – Department of Metropolitan Development
DPW – Department of Public Works
E+C – Existing & Committed
EPA – Environmental Protection Agency
FHWA – Federal Highway Administration
FTA – Federal Transit Administration
IBC – Indiana Bicycle Coalition
IAA – Indianapolis Airport Authority
INDOT – Indiana Department of Transportation
IRTC – Indianapolis Regional Transportation Council
IRTIP – Indianapolis Regional Transportation Improvement Program
ITC – Indianapolis Transit Consultants
LPA – locally preferred alternative
LRT – Light Rail Transit
MCHD – Marion County Health Department
MDC – Metropolitan Development Commission
MPA – Metropolitan Planning Area
MPO – Metropolitan Planning Organization
NCBW – National Center for Bicycling and Walking
NOx – nitrogen oxides
PM – particulate matter
RTA – Regional Transportation Authority
RTS – Rapid Transit Study
SR – State Road
TIS – Traffic Impact Study
TND – traditional neighborhood development
TTI – Texas Transportation Institute
UPWP – Unified Planning Work Program
VOC – volatile organic compounds

QUESTIONS ANSWERS

In Q & A, members of your MPO staff answer questions posed to them via voice mail, e-mail, regular mail or in-person. In this issue, MPO Manager/Master Planner Mike Dearing discusses this year's Unified Planning Work Program (UPWP) and some of the major projects it includes.

Up until a few years ago, the MPO always used to publish its Overall Work Program for the coming year, usually in the early Spring. This was the public's first opportunity to review upcoming transportation planning activities and to get a feel for where time and money would be spent over the coming year. I haven't seen an Overall Work Program in years. Does the MPO still do one? If so, do you still share it with the public? What's planned for 2005?

– Asked via e-mail in April, 2005

Yes. Just like most everyone else, the MPO prepares a “to do” list before budgeting and scheduling its activity for the coming year. Through the year 2000, this list was called the Overall Work Program. In the fall of that year, however, the name was changed to the Unified Planning Work Program (UPWP) to better reflect the cooperative and interdependent relationship our work has with that of our planning partners. This name change may be one reason you don't feel like you've heard about the MPO's work program in a while. Same document, different name.

Each year's UPWP is developed throughout the previous year. Like you, some people just associate it with Spring, because that's when the MPO usually announces it following approval by the Indiana Department of Transportation (INDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration. (FTA), and adoption by the Metropolitan Development Commission (MDC). This year, the MDC adopted the UPWP on December 15, 2004.

The Transportation Planning Element of the UPWP reflects the mission of the Indianapolis MPO to efficiently move people and goods throughout the Indianapolis Metropolitan Planning Area (MPA). To do this, it incorporates the funding and project priorities of five transportation-related sub-elements. The five elements that contribute to this comprehensive perspective area:

- Transportation Monitoring and Management Systems
- Major Corridor Studies and Multi-Modal Planning Activities
- Regional Transportation Plan



Mike Dearing
MPO Manager/Master Planner

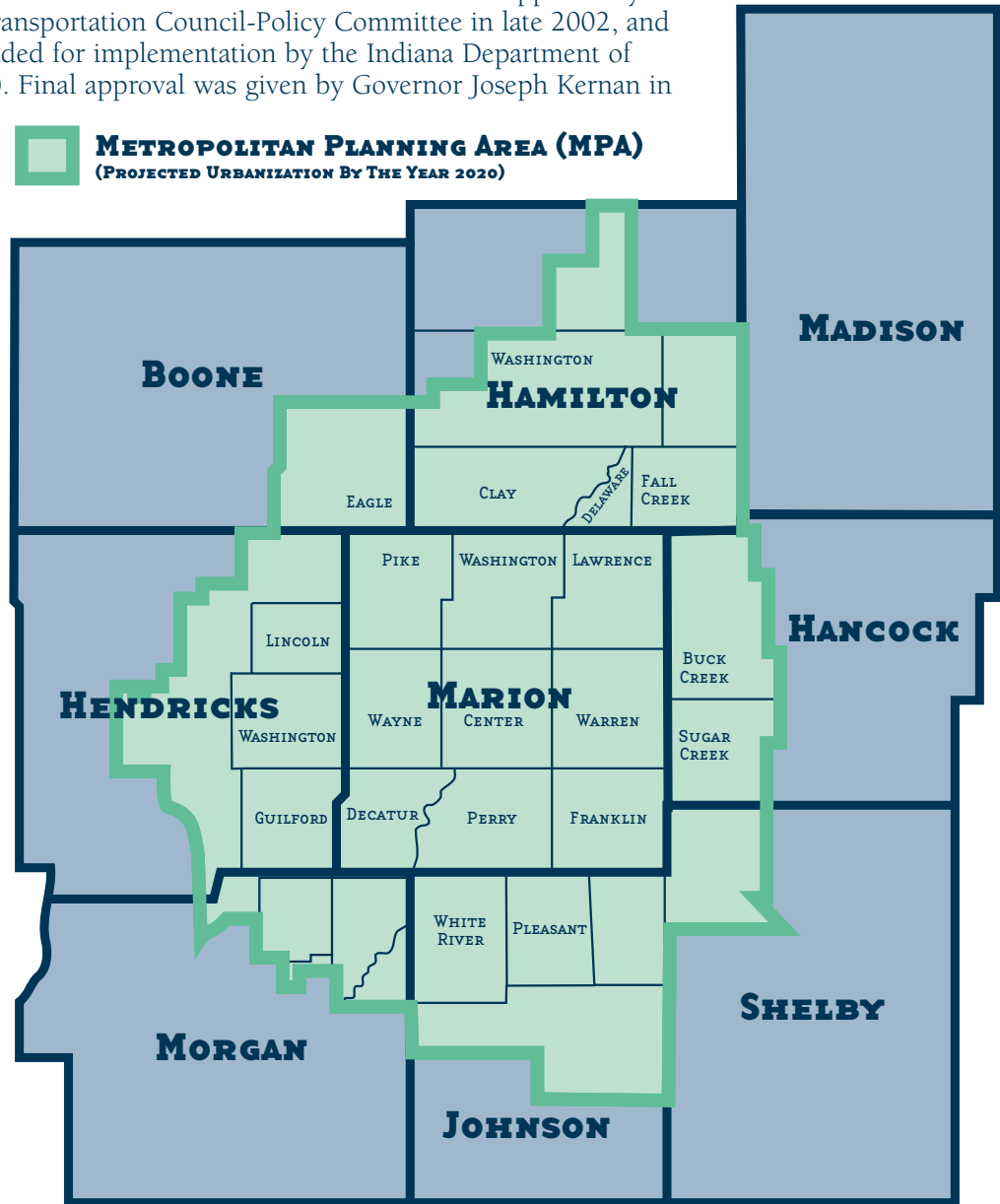
cont on page 4, see Q & A

APPROVED

INDIANAPOLIS METROPOLITAN PLANNING AREA

This map reflects the expanded MPO Metropolitan Planning Area (MPA) as determined by Census 2000 data. This new MPA was recommended for approval by the Indianapolis Regional Transportation Council-Policy Committee in late 2002, and subsequently recommended for implementation by the Indiana Department of Transportation (INDOT). Final approval was given by Governor Joseph Kernan in fourth quarter, 2003.

 **METROPOLITAN PLANNING AREA (MPA)**
(PROJECTED URBANIZATION BY THE YEAR 2020)



SUMMER HEAT

(from page 1)

the Indianapolis Regional Transportation Council – the decision-making body for our regional transportation planning process.

Then, read up on the priorities and participants behind the recent series of *Walkable Community Workshops* the MPO co-sponsored with INDOT and the Marion County Health Department. You'll find that ours is one of nearly 40 urban

areas nation-wide to actively seek the health and travel benefits available to residents of pedestrian- and bicycle-friendly communities. And area cyclists get an additional boost from *Pedal & Park 2005* – the popular, grassroots program that provides safe, secure bike parking at greenways-adjacent events, which is now in its fifth year of MPO-sponsorship.

But that's not all! Find out about possible bus service improvements in *IndyGo's Comprehensive Operational Analysis Recommendations*, air quality

considerations and how they impact regional transportation planning in *Transportation Plan Conformity*, how long the average Central Indiana driver spends in gridlock in *Indy's Rush Hour Ranking*, and how and why our pollution awareness program is going year-round in *Knozone Reborn*. Plus, get the latest on Central Indiana Commuter Services and the New Indianapolis Airport. You can, when you breeze through this hot, little issue of *teMPO!*

QUESTIONS & ANSWERS

(from page 2)

- Transportation Planning Support and Special Studies
- Transportation Improvement Program

The budget for the Transportation Planning Element of the UPWP is funded with approximately 80% federal transportation dollars and 20% local match contributions. Historically, local funding for MPO planning activity has been provided by the Department of Metropolitan Development. This year, however, other communities located within the MPO's nine-county planning area will start to share responsibility for providing local 'match' funding.

Projects described in the MPO's 2005 Unified Planning Work Program include:

Under Transportation Monitoring and Management Systems

- Congestion Management System (CMS) Update and Air Quality Mitigation Improvements.
- Continuing Freight System Plan including a Truck Route Map Update.

Under Major Corridor Studies and Multi-modal Planning Activities

- Complete the Rapid Transit Study *DIRECTIONS*, including Phase III Alternatives Analysis, refinement of the Travel Demand Model.
- Provide Planning Support to the Region's Multi-modal Planning Partners.

Under Regional Transportation Plan

- Continuation of the Major Review of the Regional Transportation Plan (now in Phase II).
- Continuation of the Ongoing Traffic Impact Study (TIS) Process.
- Data Development/Data Updates, including travel surveys, data analysis and GIS/mapping-related activities.

Under Transportation Planning Support and Special Studies

- Public Involvement Program (PIP).
- School Involvement Program.
- Enhancement of the MPO web site.

Under Transportation Improvement Program

- Manage and Monitor the Indianapolis Regional Transportation Improvement Program (IRTIP).

For a complete list of the MPO's 2005 work program projects, visit our web site at www.indygov.org/indympo, where the UPWP has been posted since early March.



Did you Know? . . .

During the first nine months of 2004, U.S. Airlines carried 7.5% more domestic passengers and flew 3.7 more domestic flights than during the same period of the previous year. That jump in business resulted in 472.3 million passengers in 2004 compared to 439.6 in 2003.

Source: U.S. Department of Transportation's Bureau of Transportation Statistics

TRANSPORTATION PLAN CONFORMITY

The MPO recently passed a milestone with regards to its regional transportation plan – that of demonstrating that the plan “conforms” to the new ozone air quality standard recently enforced by the U.S. Environmental Protection Agency (EPA).

In June of 2004, the nine-county area of Central Indiana was classified as a “non-attainment” area under the 8-hour ozone standard, as designated by the EPA. This designation affected Boone, Hamilton, Hancock, Hendricks, Johnson, Madison, Marion, Morgan, and Shelby Counties. In addition to other requirements, the non-attainment designation means that regionally significant transportation projects must be examined to make sure that they do not worsen air, a process termed “conformity”. Non-attainment areas were given until June 15, 2005 to demonstrate that their transportation plans and programs conformed to the new standard.

“The conformity requirement came about with the federal Clean Air Act Amendments of 1991,” explains Heather Stouder, the MPO Planner who has spearheaded the conformity process. “If we cannot establish conformity, then regional transportation projects become ineligible for federal funding.”

Previously, Marion County/Indianapolis had been designated a non-attainment area under the old, 1-hour ozone standard, and subsequently met that standard, thereby becoming classified as a “maintenance” area. The new nine-county designation is a significant expansion, encompassing all or significant portions of the Indianapolis, Anderson, and Columbus Metropolitan Planning Organization planning areas. Portions of the non-attainment area outside of the planning jurisdictions of the various MPOs are the responsibility of the Indiana Department of Transportation (INDOT).

“The intersection of this single, 9-county non-attainment area with three MPO’s, as well as INDOT’s planning jurisdiction, is extremely problematic for demonstrating conformity,” says Sweson Yang, AICP, the Indianapolis MPO’s Chief Technical Planner. “The transportation plans for all four jurisdictions must simultaneously be found to conform to the air quality standard,” he notes. “In this regard, a problem experi-

enced by any of the jurisdictions affects the other three.”

As a result, the three MPO’s and INDOT have been closely collaborating since last summer to establish processes, time-frames, and responsibilities for establishing conformity. Based upon transportation plans and projects, future travel levels are modeled, and motor vehicle emissions are estimated using software provided by the EPA.

While all four jurisdictions prepare their transportation plans separately, the responsibility of preparing and coordinating the final conformity finding lies with the Indianapolis MPO. The MPO has been preparing for this role for several years.

“As the largest MPO in the area, and the one with previous experience in air quality analysis, it makes sense for us to assume the lead,” says Philip Roth, AICP, Indianapolis MPO Assistant Manager.

Establishing conformity was complicated by the lack of emissions “budgets”. Currently, the Indiana Department of Environmental

Management (IDEM) is collaborating with the EPA and other stakeholders on the determination of maximum allowable motor vehicle emissions. These budgets are expected by 2007. In the interim, Marion County must continue to meet the requirements of the maintenance budget established under the old ozone standard. Conformity for the other eight counties is established if future emissions levels do not exceed current ones.

As a first step towards demonstrating conformity, the Indianapolis MPO re-examined its regional transportation plan and prepared an update. Since the plan previously had a planning horizon of 2025, and a minimum 20-year horizon must be maintained, the update extended the horizon to 2030. Projects added in the 2026-2030 time period were identified from needs analyses previously conducted by the MPO. The update also made minor schedule modifications to INDOT projects within the Indianapolis planning area. No other changes were made to the plan. The Update was reviewed and approved by the Indianapolis Regional Transportation Council (IRTC) at a special meeting on May 25th.

Another update of the transportation plan, titled a “Major Review”, has been underway. The Major Review was temporarily placed on hold due to the urgency of establishing conformity, but is expected to resume this summer. This Major Review is more expansive in its reevaluation of policies and projects for the metropolitan area. More information about it will appear in future issues of *teMPO*.



INDY'S RUSH HOUR RANKING

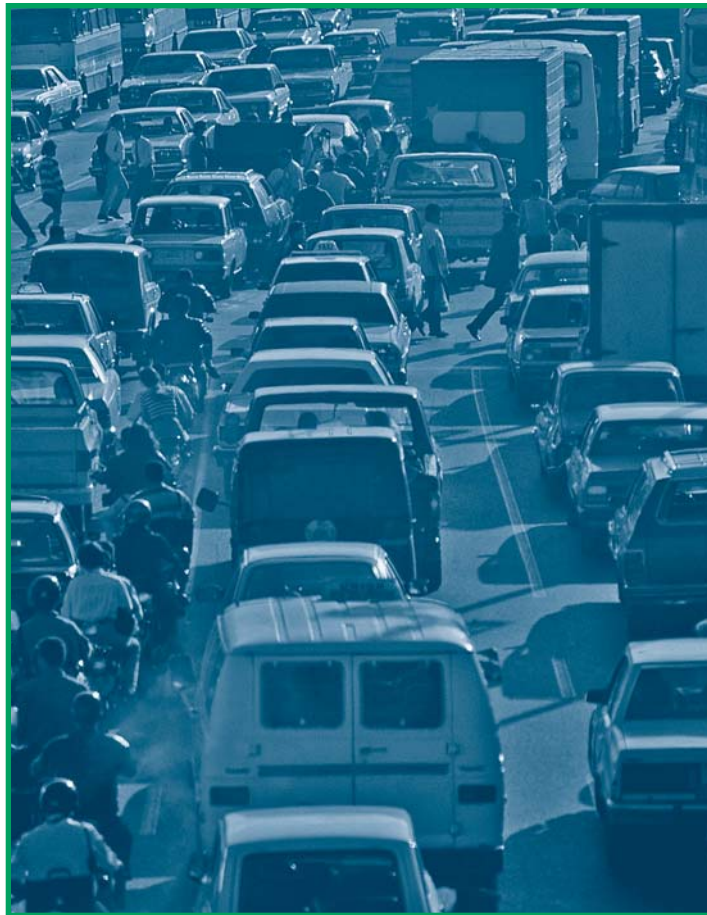
On May 9, 2005, the Texas Transportation Institute, a part of Texas A&M University, released its annual *Urban Mobility Report*. Using data from 1982 through 2003 (the last year available), report co-authors Tim Lomax and David Schrank found that the number of cities where commuters are stuck in traffic more than 20 hours per year grew from five in 1982 to 51 in 2003. Indianapolis is well within that pack, ranking 27th worst in the list of the nation's 85 largest cities evaluated by the report.

"Maybe more shocking than our overall ranking is how rapidly our traffic congestion problem is worsening," says Mike Dearing, MPO Manager/Master Planner. "The average amount of time regional commuters spend in rush hour delays grew by an hour in a year," he notes. "So our overall ranking jumped from 29th worst in 2002 to 27th in 2003. That's scary."

Area motorists spent an average of 38 hours delayed in rush hour traffic in 2003, nearly an entire work week, ranking us dead-even with drivers in Philadelphia, behind those in Portland, OR (39 hours) and ahead of those in Nashville (37). Total hours of delay throughout the region for the same year was 21 million, or an estimated loss of \$362 million in productivity and wasted fuel. Over the 21 years of data used by the study, the hours of traffic delay in Indianapolis rose from 4 in 1982 to 38 in 2003 – an increase of more than 950%, despite added roadway capacity during that time period.

Still, Indianapolis fares better than many large cities thanks, in part, to the

efforts of the MPO to enhance the efficiency of the regional transportation system, thereby blunting the impact of rapid and continuing growth. The annual amount of time the average American urban commuter spent in traffic delays in 2003 was 47 hours. In 17 cities, the total is 50 hours or more. The Texas Transportation Institute defines traffic delay as the extra travel time during the



In 2003, area residents spent an average of 38 hours in rush hour traffic, nearly an entire work week, representing a loss of \$362 million in productivity and wasted fuel.

year divided by the number of travelers who begin a trip during the peak period (6-9 AM, 4-7 PM).

"Traffic management techniques, such as coordinating traffic signals, can help reduce congestion," says Dearing.

"We recommend these wherever possible, because they can be relatively low-cost solutions that have an immediate and direct benefit on traffic flow and air quality."

The Urban Mobility Study found that traffic-management techniques saved 336 million hours and \$5.6 billion nationwide in 2003. The techniques include using entrance ramp meters to regulate traffic flow on freeway entrance ramps and "traffic incident" management programs, which seek to reduce the impact of traffic-jammers like collisions, road debris and disabled vehicles.

In summary, the study states that "Congestion occurs during longer portions of the day and delays more travelers and goods than ever before." It concludes that cities are not adding enough new roads and public transportation, not making enough operational improvements, and not managing demand well enough to keep congestion from worsening."

"It's a real wake-up call, as if we needed one," says Dearing. "In light of these findings, though, the importance of initiatives like the rapid transit study *DIRECTIONS* (see related story, page 1) and the improve-

ments proposed by the IndyGo COA (see related story, page 7) should be clear to everyone."

For more information, visit the MPO web site at www.indy.gov/org/indympo.

Did you Know? . . .

In 2003, the total cost of rush-hour congestion in America's 85 largest urban areas was \$63.1 billion.

Source: Texas Transportation Institute 2005 Urban Mobility Report,

INDYGO COA RECOMMENDATIONS

As part of *DIRECTIONS'* Phase III scope-of-work, a six-month Comprehensive Operational Analysis (COA) was completed this spring for IndyGo/IPTC, Marion County's public transportation provider. The purpose of the COA, which was conducted by Manuel Padron & Associates of Orlando, FL and Schimpeler-American of Louisville, KY, was to perform a comprehensive analysis of existing transit services within the Indianapolis area and to provide a basis for the development of an improved bus service network that would 1) address current demand and 2) facilitate expanded service to the region as the economy continues to grow.

As previously reported in *teMPO* (Autumn and Winter issues, 2004), the COA was added to the third and final phase of *DIRECTIONS*, The Rapid Transit Study to Improve Regional Mobility, at the request of IndyGo President and CEO Gil Holmes. "We need it to help us meet our current customer needs while also preparing IndyGo for a future role in a possible region-wide rapid transit system (see related story, page 1)."

To achieve this goal, the COA incorporated the following key objectives:

- Provide a reliable database and a statistical picture of the overall ridership by stop and route productivity and performance (by segment) upon which existing transit service can be evaluated with respect to measures of efficiency and effectiveness.
- Evaluate existing IndyGo fixed route bus service to determine changes to route alignments, schedules and service frequencies that will improve individual route and system-wide service efficiency, effectiveness and productivity.
- Reduce operating costs initially, and provide for an opportunity from which to build future efficient and effective service initiatives.
- Increase ridership and operating revenue.
- Minimize impacts on existing riders and provide improved mobility opportunities for the future.
- Meet Environmental Justice requirements (Title VI).
- Identify unmet transit needs and develop service proposals for near-term, short-range and long-range timeframes that can assist IndyGo and the community it serves to transition from the existing fixed route system to a multi-modal transit network.

- Develop service proposals that can be incorporated in IndyGo's short- and long-range plans that are consistent with other regional transportation and land-use planning efforts.

The study's tasks included 1) Data Collection and Review, 2) Existing Service Evaluation, 3) Future Service Needs Analysis, and 4) Development of Near-Term, Short-Range and Long-Range Service Plans.

All service plan recommendations were presented for public comment at the March 30th Open House held at the Indianapolis Urban League – a follow-up to a January 19th event at the same venue which focused on the study's process. Strong media coverage informed interested parties who could



Detailed exhibits showing recommended bus service improvements interested members of the public and the media alike at the March 30th IndyGo COA Open House.

not attend the meeting of the COA's recommendations which include the following:

Near-Term Service Plan Recommendations (1-3 years)

- Improve System Connectivity
- Establish Initial Transit Centers
- Eliminate Confusing/Out of Direction Route Patterns
- Eliminate Unproductive Service
- Add New Crosstown Routes
- Initiate Express Route System w/ Park & Ride Lots
- Improve Service Frequency
- Extend Service Hours
- Add Weekend Service

cont on page 8, see IndyGo COA Recommendations

INDYGO COA RECOMMENDATIONS

(from page 7)

Short-Range Service Plan Recommendations (4-9 years)

- Build upon More Efficient Near-Term Service Plan
- Add More Transit Centers
- Add more Crosstown Routes
- Add Limited Stop Service in Future Rapid Transit Corridors
- Expand upon Express Route System (adding more Park & Ride Lots)
- Continue Improvement In Service Frequency, Extended Service Hours & Weekend Service

Long-Range Service Plan Recommendations (10-15 Years)

- New/Reconfigured Routes to Support Rapid Transit Corridor
- Add More Transit Centers
- Expand Upon Express Route System (additional Park & Ride Lots)
- Continued Improvement In Service Frequency & Extended Service Hours

“To understand and evaluate the benefits of these recommendations, you really need to know how we propose applying them,” notes Mike Terry, IndyGo Director of Business Development. “For example, in the Near-Term Service Plan, we propose adding weekend service for Routes 11 and 30 on

Saturday and Routes 11, 18, 26 and 30 on Sunday in the Northeast Sector. Color maps made these applications clear during our meeting,” he notes. “These maps, and a complete listing of recommendations, are still available for review and comment on our web site at www.indygo.net or at www.indygov.org/indympo/rts (click on ‘IndyGo/IPTC COA Recommendations’).”

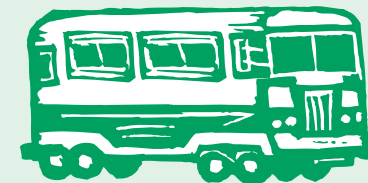
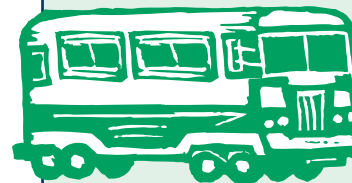
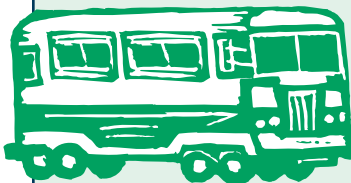
For more information on *DIRECTIONS*’ COA of IndyGo, contact Michael Terry (317/635-2100, mterry@indygo.net). For more information on Phase III of *DIRECTIONS*, contact MPO Senior Planner Amy Inman (317/327-5646, ainman@indygov.org).



As in mid-January, IndyGo hosted a noon hour and evening meeting on March 30th. The Indianapolis Urban League, 777 Indiana Avenue, served as the venue.

COMPARATIVE PEER SYSTEM ANNUAL BUS OPERATING COSTS (\$ MILLION)		
	Average	Range
Current Peers	\$65.9	\$44- \$127
Future Peers	\$108.0	\$65-\$189
Current Peers: Cincinnati, Columbus, Louisville Future Peers: Sacramento, St. Louis, Salt Lake City		

SUMMARY OF OPERATING REQUIREMENTS				
Service Plan	Time Period	Annual Service Miles	Peak Buses	Fleet Buses
Existing Service	2005	6.0 million	121	145
Near-Term	1-3 years	10.1 million	162	194
Short-Range	4-9 years	15.8 million	227	272
Long-Range	10-15 years	21.9 million	302	362



MPO RENEWS, P & P EXPANDS

In December, 2004, Andy O'Donnell, Coordinator of Pedal & Park, submitted a draft proposal to the MPO for its continued sponsorship of the program. Pedal & Park provides free, secured bike parking to area cyclists at popular greenways-adjacent events throughout the spring and summer. The MPO began its program sponsorship in 2000 and since then has provided shelters for volunteers and literature displays, public relations support, distribution materials including the *Marion County and Surrounding Area Bike Route Map*, and a \$1 'parking fee' for every bike parked in the Pedal & Park bicycle corral. These cash proceeds are distributed to the not-for-profit groups whose volunteers continuously monitor the bike corral, including the Central Indiana Bicycling Association (CIBA), the Indiana Bike Coalition (IBC) and the Greenways Foundation.

"There was no question that we wanted to continue our support of Pedal & Park," says Mike Dearing, MPO Manager/Master Planner. "We were very happy with the program's 72% growth in 2004. In fact, we even exceeded the cash maximum to which we'd committed to make sure that the program would continue throughout the season," he explains. "We'd like to see Pedal & Park stay on-track by expanding its events to include some south of the circle."

Toward that end, IndyParks has been asked to suggest appropriate events for O'Donnell and Pedal & Park volunteers to consider adding to their usual schedule of Earth Day Indiana



At last year's Indiana State Fair, the Pedal & Park corral provided free, secured bike parking for 1,500 cyclists, helping to jump the program's participation total by 72% over the previous year.

(April 23), Bike-To-Work Day (May 20), the Broad Ripple Art Fair (May 21-22), the Indiana State Fair (August 10-21) and Penrod Art Fair (September 10).

"We think everyone connected to the program has done a fantastic job, especially Catherine Dusing of CIBA who coordinates the volunteers," notes Dearing. "We're hoping that by increasing this season's cash sponsorship maximum this year, we can help them serve even more of our region's cyclists."

At press time, three Pedal & Park events (four days) had already taken place. Earth Day Indiana, the traditional start of the Pedal & Park season, was held on Saturday, April 23rd. The festival took place on the American Legion Mall in downtown Indianapolis at the corner of Meridian and North Streets. Due to wet weather, event attendance was down as was the number of participating cyclists at the bike corral.

"It was a disappointing start to our season, but our sponsorship agreement

with the MPO still guarantees us daily minimum proceeds of \$100," explains O'Donnell. "That little bit of money keeps us from being devastated by the weather and compensates us for the time and effort it takes to transport and set up the two MPO tents we use as shelters."

Then, in mid-May, two popular events got Pedal & Park back on-track. For the first time, Bike-To-Work Day (May 20) saw Pedal & Park volunteers setting up two corrals in different downtown locations. As in past years, one bike corral was located in the Indiana Government Center Plaza between the North and South State Office Buildings west of the State Capitol. In addition, a second Pedal & Park bike corral was set up in City Market's East Plaza across from the City-County Building. Both corrals offered downtown workers who commute by bike free, continuously monitored bike parking from 6 AM to 6 PM. Nearly 40 took full advantage of the offer despite overcast skies. Many of those who parked in the corrals had participated in one of eight IBC-coordinated group rides from different parts of Marion County to downtown Indianapolis.

*cont on page 24, see MPO Renews,
P & P Expands*

Did you Know? . . .

In America, the number of hours the average urban commuter spent in rush hour traffic increased from 16 hours in 1982 to 47 hours in 2003.

Source: Texas Transportation Institute 2005 Urban Mobility Report,

DIRECTIONS' ADOPTS BEST PRACTICES

(from page 1)

still under consideration for the Northeast Corridor, our region's busiest, as part of its Alternative Analysis (AA) work.

"In this study, the FTA is our most prominent federal partner – an important distinction since we hope to have the majority of any region-wide rapid transit system that may result from *DIRECTIONS* to be federally funded," Dearing explains. "So, when the FTA asked us to revise our ridership estimates in accordance with their newly identified 'Best Practices', we needed to comply – even though it means pushing back our schedule."

MPO Assistant Manager Philip Roth agrees. "When you're so close to the anticipated conclusion of a study, any delay can be frustrating," he says. "But we all know, in the long run, adopting the FTA's newly endorsed best practices to help identify our locally preferred alternative (LPA) makes sense, even if it means a delay. The FTA was actually fine with us proceeding locally with the identification of an LPA, as long as we adopted their practices to revise our ridership estimates before submitting our results to them in our New Starts funding application," Roth notes. "That didn't make sense to us, though. We want our local decision-makers — the elected officials who serve on the Indianapolis Regional Transportation Council (IRTC) — to have the same information the FTA will have. And that means a delay of a year or more as our regional

Travel Demand Model (TDM) is updated."

To MPO planners, 'modeling' means the development of mathematical formulations that represent observed travel patterns by travel mode (e.g., roadway, transit), as well as by volume, travel speed, and congestion level on elements of the transportation network. A travel demand model is a multi-step computer-based simulation of travel patterns and transportation flows within a region based on anticipated population and employment growth, utilizing both the roadway and transit networks, and encompassing all possible trip purposes (work, shopping, recreation, etc.). Its purpose is to forecast how a transportation network will function in the future.

An update or re-calibration of the TDM was already scheduled to appear in the MPO's 2006 Unified Planning Work Program (see related story, page 2) and to begin early next year. The TDM is a key tool for accurately evaluating the effectiveness of the starter system options. When the FTA raised forecasting issues in late Spring, the MPO and its consultants initially proposed a short-term TDM Enhancement that would have kept *DIRECTIONS* on-schedule and yielded revised estimates. Ultimately, however, the plan was abandoned in support of information accuracy and consistency.

"As the FTA moves from analysis to implementation of its new best practices, we need to *actively* embrace them," says Dearing. "After all, they're likely to yield more accurate rider-

cont on page 12, see DIRECTIONS LPA

DIRECTIONS' Phase III AA Goals & Objectives

1. MAXIMIZE ENGINEERING FEASIBILITY AND PUBLIC SAFETY

- Optimize locations and layout of bus stations and stops
- Provide adequate operating clearances for vehicles
- Minimize potential for rapid transit /auto and rapid transit/pedestrian collisions
- Ensure optimum passenger capacity and comfort

2. MAXIMIZE COMMUNITY BENEFITS AND PERSONAL SAFETY

- Minimize land acquisitions and displacements
- Maximize potential ridership and ensure personal safety

- Minimize visual impacts
- Minimize loss of street capacity and parking
- Provide new or improved economic development opportunities

3. MINIMIZE ENVIRONMENTAL IMPACTS

- Ensure air quality standards are met
- Avoid/minimize impacts to wetlands, floodplains and habitats
- Minimize operating noise and vibration levels
- Avoid/minimize impacts to sensitive land-uses
- Minimize adverse socio-economic impacts
- Avoid/minimize parkland conflicts

4. MAXIMIZE OPERATIONAL EFFICIENCY

- Maintain adequate vehicle spacing to minimize travel time and optimize both normal and emergency operations
- Provide optimal service speeds and ride comfort
- Maximize transit system integration
- Ensure reliable operations

5. MINIMIZE COSTS

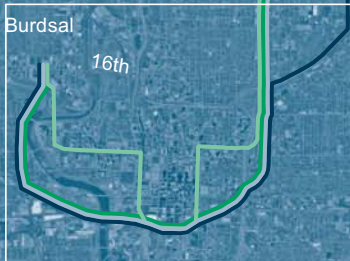
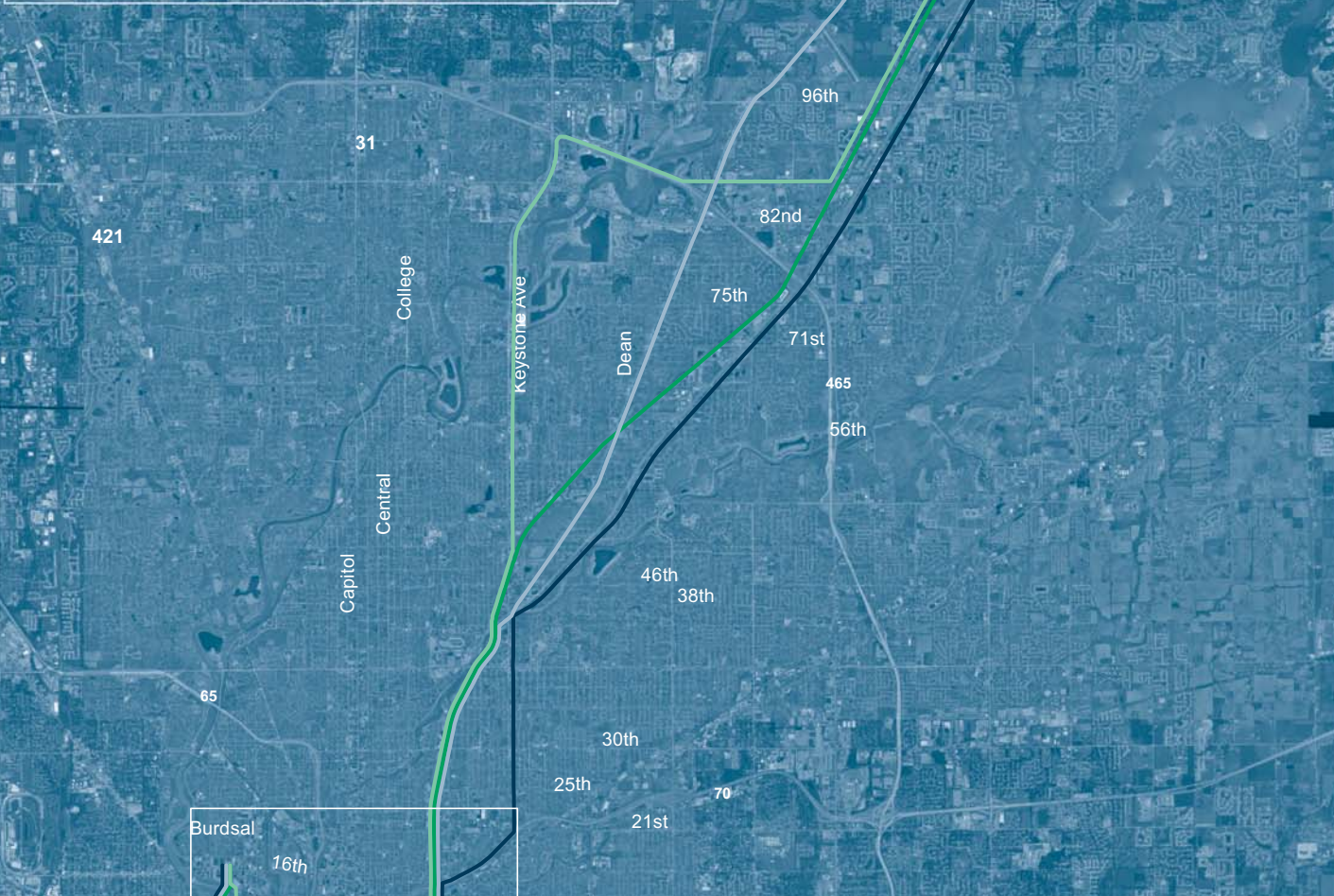
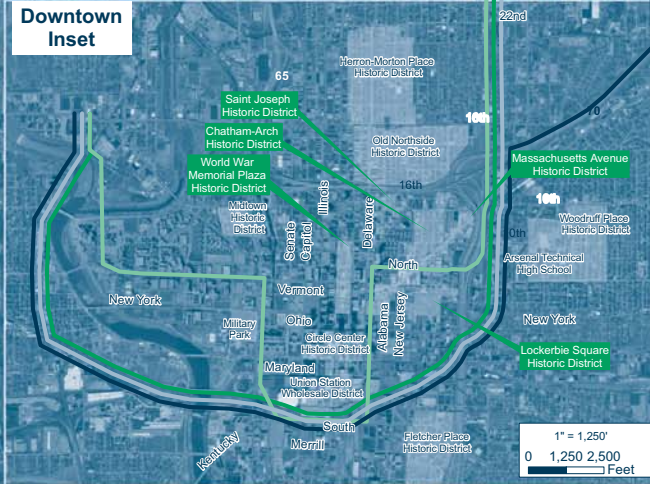
- Minimize construction and operating costs.
- Ensuring compatibility with existing local, state and federal funding sources
- Maximize system value by balancing costs and benefits

LEGEND

-  Alternative 1
-  Alternative 2
-  Alternative 3
-  Alternative 4
-  Optional Link

These four rapid transit alignment options, identified in November, 2004, have been the focus of Tier 2 Alternatives Analysis for the last six months. Gathered performance and cost data for each is currently being shared with the public and members of the IRTC.

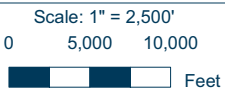
Downtown Inset



See Downtown Inset

Preferred Alternatives for Tier 2 Analysis

11/10/04



DIRECTIONS' ADOPTS BEST PRACTICES

(from page 10)

ship estimates, as well as an LPA that the FTA feels good about, and that's what we all want," he notes. "It means a delay for us now but could yield future benefits, since we're one of the first region's to adopt the FTA's best practices."

So, what does that mean to DIRECTIONS in the short term?

"It means that area residents will have more time to let us know how they feel about the possibility of region-wide rapid transit," says MPO Senior Planner Amy Inman who serves as DIRECTIONS' Project Manager.

That process continued on Thursday, June 23, at the fifteenth DIRECTIONS Public Open House. There, staff members of the MPO and Indianapolis Transit Consultants (ITC), its lead consultant on the project, presented findings on the projected capital costs for each of the starter system options, as well as information on system characteristics such as preliminary station locations. A range of operating costs for each option was also presented in peer review form, showing how much it costs to run a comparable system currently in operation elsewhere. Other assessment criteria presented at the meeting, and grouped under one of five AA Goals (see sidebar, page 10), included number of stations, at-grade crossings, economic development potential, employment within 1/2 mile of proposed stations and projected travel time.

"We had a lot to talk about and people really turned out, thanks to the support of local media and growing interest in the subject matter," says Inman. "We're still profiling our four route alignment options with our three candidate transportation technologies, making for a detailed evaluation of 12 starter system options," notes Inman. "We still had plenty to discuss at our meeting, though. As the price of gas continues to climb and the region's traffic congestion ranking rises (see related story, page 6), more people than ever are interested in the alignments and technologies under consideration."

The candidate transit technologies still under review include Bus Rapid Transit (BRT), Light Rail Transit (LRT) and Automatic Guideway Transit (AGT). During 2004, members of the study team traveled to Vancouver, B.C., St. Louis, MO.

Rapid Transit System Community Criteria

In order of importance to the public:

1. Mobility/Congestion Relief
2. Economic/Social Development
3. Land-Use Benefits
4. Minimum Environmental Impacts
5. Connection to/ Integration with other systems

Source: DIRECTIONS Phase I Findings

and Ottawa, ON. to study state-of-the art examples of each technology in real world applications.

"They were whirlwind trips and very long days, but we wanted to see each mode in operation," explains Roth. "Considering the importance we believe transit will play in our region's future, and the importance we place on public input based on the best available information, we had to go the extra mile," he says. "It's how this study has always been conducted."

FROM THE BEGINNING

DIRECTIONS is a three-phase transit study funded primarily with federal dollars. Originally intended to last a minimum of 18 months, it grew to 30+ months when its scope-of-work was expanded. Its purpose is to evaluate the feasibility of a region-wide rapid transit system. If implemented, such a system could help reduce traffic congestion, improve air quality, and increase mobility options throughout the Indianapolis region.

In Phase I of DIRECTIONS, planners assessed the suitability of more than 70 regional travel corridors as possible legs of a region-wide rapid transit system. Possible technologies also were evaluated. In Phase II, feasible route alignments and technology options were developed for the region's seven busiest commuter corridors. From these the Northeast Corridor, our region's busiest, was selected for further study as the site of a possible starter system. Included in the scope-of-work for Phase III, now nearing completion, is a detailed analysis of starter system alternatives, a Comprehensive Operational Analysis of IndyGo's existing service (see related story, page 7), and development of an implementation plan for a possible region-wide rapid transit system.

In the first half of Phase III, the MPO and ITC lead consultants Schimpeler American and Jacobs Engineering developed 15 – 20 possible starter system route alignments within

Did you Know? . . .

Traffic-management techniques, such as coordinating traffic signals and using entrance ramp meters to regulate traffic flow, saved 336 million hours and \$5.6 billion nationwide in 2003.

Source: Texas Transportation Institute 2005 Urban Mobility Report

DIRECTIONS' Candidate Technologies

AUTOMATED GUIDEWAY TRANSIT (AGT)



AGT is a flexible, fully automated technology, suited to a variety of applications including downtown circulation and shuttle service. Automation enables tight headways (time between vehicles) which provide shorter wait times, more predictable service and, usually, higher ridership. However, AGT's automation also requires that the transit system be "grade-separated" from surrounding traffic, since no operator is present to react to potential vehicle conflicts. This separation, usually elevated, is more expensive to build than "at grade" systems.

Because AGT is not dependent on standard gauge rail infrastructure, its elevated guideways can be less bulky, offering greater design adaptability and reduced environmental impacts. In fact, AGT often can co-locate with arterial streets, interstates, rail corridors and greenway trails. AGT has the highest capital (construction) costs but the lowest operating costs of any transit being considered.

LIGHT RAIL TRANSIT (LRT)



LRT offers high passenger capacity and demand responsiveness, because of the ease with which rail cares can be added. These systems function best in urban environments with high population density. For this reason, their service level is dependent on land-use densities.

Like freight rail nationwide, LRT uses standard rail gauge infrastructure and can be implemented in a typical rail corridor. It can operate on either diesel fuel or electricity, although the latter requires the installation of over head catenaries or power lines.

LRT usually does not operate in an "on street" environment, due to its low operating speeds and high impact on surrounding traffic flow. However, of the three transit technologies being considered, LRT is at the midpoint for both capital and operating costs.

BUS RAPID TRANSIT (BRT)



BRT uses fixed guideways, such as reserved lanes on the highway, to enhance its levels of service over those of buses in mixed-traffic. Its travel time can be very good when using these dedicated lanes. Also, the ability of buses to circulate through suburban neighborhoods before entering the guideway is an attractive option.

Field examination of *DIRECTIONS* selected commute corridors reveals significant restraints on BRT application. Busy arterial streets, which offer the greatest number of potential transit users, lack available right-of-way needed for reserved lanes. Reserved lanes are generally limited to interstate applications, where potential transit use is low, because of low population and employment densities.

BRT offers the lowest capital costs of any transit technology being considered, if its length of guideways is minimized. However, BRT also has the highest operating costs of the three transit technologies under consideration.

DIRECTIONS' ADOPTS BEST PRACTICES

(from page 12)

the Northeast Corridor worthy of further study. These routes were evaluated by node (points along a route) and segment (spans between nodes) offering planners a moderate level of detail. Through Tier 1 analysis, a number of these routes were found to possess characteristics contrary to previously established Community Goals & Objectives or System User Priorities (see side bars, pages 10, 12 and 14). Such flaws include negative impacts on park lands/historic sites/environment, or disproportionate burdens being placed on minority or low-income populations. While not 'fatal,' these identified flaws dissuaded the study team and the Indianapolis Regional Transportation Council (IRTC) from further investigation or recommendation. The IRTC, to which the MPO makes its recommendations, serves as the decision-making body for the regional transportation planning process.

TIER 2 ANALYSIS

Of the remaining routes, the following four have undergone Tier 2 analysis:

Alternative One

I-69 / Binford Blvd. / RR at Monon Trail / Central Business District (CBD) RR Belt

This alternative uses the I-69 right-of-way between the City of Noblesville in Hamilton County and I-465. It uses Binford Boulevard right-of-way between I-465 and 38th Street at the Fairgrounds. It uses the railroad right-of-way that parallels the Monon Trail between 38th Street at the Fairgrounds and 10th Street at Massachusetts Avenue. Around downtown, it uses the railroad corridor that encircles the Central Business District (CBD) on the east, south, and west between 10th at Massachusetts Avenue and 16th Street at Bush Stadium. Alternative 1 can interface with IndyGo's proposed bus transfer center on South Street and with the proposed Cultural Trail at the Monon/Mass Avenue Trailhead and at Virginia Avenue.

Alternative Two

Hoosier Heritage RR / RR at Monon Trail / CBD Railroad Belt

Alternative 2 uses the Hoosier Heritage Railroad (formerly, the Nickel Plate Line) between Noblesville in Hamilton County and 38th Street at the Fairgrounds. It uses the railroad

DIRECTIONS' ADOPTS BEST PRACTICES

(from page 13)

right-of-way paralleling the Monon Trail between 38th Street at the Fairgrounds and 10th Street at Massachusetts Avenue. It also uses the railroad corridor that encircles the CBD on the east, south, and west between 10th Street at Massachusetts Avenue and 16th Street at Bush Stadium. Alternative 2 can interface with IndyGo's proposed bus transfer center on South Street and with the proposed Cultural Trail at the Monon Trail/Massachusetts Avenue trailhead, and at Virginia Avenue.

Alternative Three

Allisonville Road / Keystone Avenue / CBD RR Belt

This alternative uses the Allisonville Road right-of-way between Noblesville and Hamilton County and 38th Street at the Fairgrounds. It uses the Keystone Avenue right-of-way with I-70 on the south, between 39th Street at the Fairgrounds and 10th Street at Massachusetts Avenue. Around downtown, it uses the railroad corridor that encircles the CBD on the east, south, and west between 10th Street at Massachusetts Avenue and 16th Street at Bush Stadium. Alternative 3 can interface with IndyGo's proposed bus transfer center on South Street and with the proposed Cultural Trail at the Monon Trail/ Mass Avenue trailhead and at Virginia Avenue.

Alternative Four

Keystone Avenue with 86th & Hoosier Heritage RR / RR at Monon Trail / CBD Interior

This alternative uses the Hoosier Heritage Railroad right-of-way between Noblesville in Hamilton County and 86th Street. It uses 86th Street and I-465 right-of-way between the Hoosier Heritage Railroad corridor and Keystone Avenue between I-465 and 38th Street at the Fairgrounds. (Both 96th Street and 82nd Street are alternatives to the 86th/I-465 link that can be investigated.) Alternate 4 uses the railroad right-of-way that parallels the Monon Trail between 38th Street at the Fairgrounds and 10th Street at Massachusetts Avenue. It penetrates the CBD core on North Street (or, alternately, on Massachusetts Avenue north of North Street), or Delaware Street (or Alabama Street), on South Street (or Merrill or McCarty Streets), on West Street, and on Michigan Street to the new Student Center on the IUPUI campus from which it extends northwest to 16th Street at Bush Stadium. Alternative 4 can interface with IndyGo's proposed bus transfer centers on Virginia Avenue and on South Street and with the proposed Cultural Trail at multiple points, including Massachusetts Avenue, North Street, Alabama Street, Market Street, Washington Street, Virginia Avenue and West Street.

NEXT STEPS

On June 29, the MPO will present its AA findings to date,

Rapid Transit System Preferred Characteristics

In order of importance to the public:

- 1. Personal Safety** - defined as the protection of riders, and their belongings, while they wait for transportation or while they travel in a transit system vehicle
- 2. Reliability** - the dependability of a particular mode of travel to get riders to and from their destinations in the time and manner expected
- 3. Travel Time** - the amount of time it usually takes riders to get to or from work
- 4. Personal Cost** – the amount commuters pay for transportation such as any daily fares for public transit. This amount can be compared with the total cost of commuting via a personal vehicle, including fuel, insurance, parking and vehicle purchase/maintenance.
- 5. Comfort/Convenience** – the physical amenities like adjustable seats and climate control, as well as weather-related aspects of travel including the impact of inclement weather and having the flexibility to change your route or schedule as needed

Source: 2003 DIRECTIONS Telephone Survey

and relate significant public input from the June 23rd Open House, to the IRTC's Policy Committee. In July, a special gathering of the MPO and its consultants, plus the FTA, the Federal Highway Administration (FHWA) and representatives from Purdue, Indiana University, I.U.P.U.I., the Columbus, Ohio MPO and the Northwest Indiana Regional Planning Commission (NWIRPC) will take place in Indianapolis to address issues associated with updating the Travel Demand Model and their impact on *DIRECTIONS* and other transportation planning activity.

"This is an on-going process, and we need the public to stay a part of it," says Dearing. "While we initiate re-calibration of our TDM, we'll also be busy identifying the general policies and practices that will guide transit-oriented development (TOD) in the Northeast Corridor. So, stay tuned and let us hear from you."

The MPO considers significant public input gathered at its meetings, from its 24-hr. Comment Line (327-8601, or from the *DIRECTIONS* Discussion Board (indygov.org, click "Discussion Forums-DiRecTionS). For more information on Phase III of *DIRECTIONS*, including system option analysis and cost criteria, visit the MPO web site at indygov.org/indympo or contact Amy Inman (327-5646, ainman@indygov.org).

KNOZONE REBORN

For the last ten years, the region's Knozone Program has kicked off its season in May, helping to educate area residents about the regional ozone problem, and ways to help solve it. Ozone — a colorless pollutant formed when the emissions of vehicles, lawnmowers and industry react in the air around us — forms only in the presence of sunlight, especially during hot weather. High concentrations of ozone pollution are more likely to develop as temperatures rise in the late spring and summer, presenting a serious health risk for individuals with respiratory problems. For this reason, the pollution awareness program has been active only from May through September.

But this year is different. Starting in 2005, the region's Knozone Program becomes a year-around initiative. The reason? The Environmental Protection Agency (EPA) found our nine-county region to be in non-conformity for another year-round pollutant — fine particulate matter. Fine particulate matter is also known as PM 2.5, because it consists of particulate matter of 2.5 microns in diameter or less. PM 2.5 contains ammonia, benzene and other chemicals, and has as much to do with agricultural and power generation uses as it does with transportation. For this reason, the Indianapolis Department of Public Works (DPW), which has coordinated the Knozone Awareness Program



since 2001, hasn't yet finalized all of its newly expanded program strategies. (The MPO conducted the Knozone Program for its first six years, starting in 1995, because of the strong link between auto emissions and air quality.)

The MPO and the DPW want the public to be aware that there are now two pollutants area residents need to be

in the know about. At press time, program strategies to address the PM 2.5 conformity issue were being finalized. (*teMPO's* Summer, 2005 issue will carry full program specifics.)

"Until then, it makes sense to focus on our ozone problem and the partial, voluntary solutions with which we've had so much success," MPO Senior Planner Kevin Mayfield, who serves as MPO program liaison to the DPW. "Having to deal with PM 2.5 hasn't made our ozone problem less serious," she notes. "In fact, now the entire nine-county region needs to keep the basics of ozone and how to minimize it, in mind."

KNOZONE BASICS

There are two types of ozone. Good ozone is found in the ozone layer, high

cont on page 22, see Knozone Reborn

Did you Know? . . .

An estimated 37.2 million Americans took a trip over this past Memorial Day weekend, even though gasoline prices were an average of 6 cents higher per gallon than they had been the preceding Memorial Day . . . and the highest they'd ever been on Memorial Day in our history! A trip is defined as one person traveling 50 miles or more one-way, away from home, for pleasure or vacation.

Source: Travel Industry Association of America

WALKABLE COMMUNITY WORKSHOPS

(from page 1)

Workshop meeting locations (and topics) included the City-County Building in downtown Indianapolis (kick-off breakfast meeting with the MPO staff), the Beech Grove Senior Center (Seniors and Downtown Redevelopment), Carmel City Hall (connectivity among Carmel, Fishers and Zionsville), Anderson Public Library (Community Revitalization), Plainfield Recreation Center (Connecting to the

Greenways), Haughville Branch Library (Community Health, Connecting to Downtown and Redevelopment), Lawrence Central High School (Walking-To-School), Falls Park Community Center in Pendleton (Downtown and ADA Considerations), and Park Tudor School in Meridian Hills (Traffic Calming, Street Design, Connectivity, Seniors and Schools).

Walkable Community Workshops are intended to build alliances among elected officials, health and transportation agencies, and citizen leaders to create safer and more welcoming accommodations for pedestrians. Each presented examples from diverse communities of facilities, programs, and policies that encourage walking and that protect pedestrians -- communities united by their common concerns of reducing traffic injuries and fatalities, improving their children's health, and strengthening their business environment.

The centerpiece of each workshop was a trainer-led neighborhood "walkabout", in which participants noted satisfactory and unsatisfactory pedestrian conditions -- paying special attention to the needs of children, the elderly, and people with physical disabilities.

Then, participants took charge. Divided into small groups, they marked up community maps with suggestions on how specific infrastructure features could be improved, what local policies and practices might be changed to improve pedestrian safety, and what programs could be initiated to get more people to walk and bike for recreation, running errands, and, combined with public transit, to commute to work and other more distant destinations.

The NCBW trainers then challenged participants to identify specific actions each will take over the short-and long-term to affect change.

"We had tremendous interest and participation," notes MPO Senior Planner Amy Inman, who initiated and coordinated the workshops. "The program is designed to bring innovative thinking to the forefront, and to address existing conditions in a time of budget constraints. So, the mix of transportation planners, health personnel and the general public was perfect."

MPO Manager/Master Planner Mike Dearing agrees. "INDOT, MCHD and the MPO really aren't such strange bed fellows," he says. "There's an undeniable relationship between good transporta-



WALKABLE COMMUNITY WORKSHOPS

(from page 16)

tion planning and good health when you're talking about walkability. Both are quality-of-life issues that affect area residents at home, at work, at school and around town. Everywhere from the doctor's office, to rush hour traffic, to the air we breathe."

HEALTHY COMMUNITIES

The NCBW web site reports that physical inactivity – and its close companion, obesity – threaten the current and future health of millions of Americans and are responsible for 23 percent of all premature deaths from chronic disease. This is true despite many recent advances in the prevention and treatment of these diseases.

Other startling statistics:

- Poor nutrition, excess weight and physical inactivity are second only to tobacco in causing premature deaths in the U.S.
- In 1999, a whopping 61 percent of adults in the U.S. were overweight or obese (defined for both men and women as having a body mass index, or BMI, in excess of 25 kg/m²)
- Obesity is associated with heart disease, certain types of cancer, Type 2 Diabetes, stroke, arthritis, breathing problems, and psychological disorders, such as depression.
- The percentage of overweight adolescents has nearly tripled in the past two decades. In 1999, 13 percent of children aged 6 to 11 years and 14 percent of adolescents aged 12 to 19 years were overweight.
- The cost of health problems associated with obesity in the United States in 2000 was estimated to be \$117 billion.
- Fewer than one-third of adults engage in the recommended amount of physical activity, and 40 percent don't participate in any leisure-time physical activity at all! Yet, physical activity is essential in preventing obesity and maintaining weight loss, especially when combined with a healthy diet.

What's fueling these troubling trends? One major factor is urban sprawl and a transportation system designed to accommodate cars, rather than people. The decline in physical activity – and the related surge in obesity – parallels the lack of opportunities Americans have to bicycle or walk beyond our neighborhoods. Walking and bicycling are key components of a strong nation's public-health plan and transportation system.

"The link is undeniable," says Dr. Susan R. Moriarty of the MCHD. "We can do a lot to prevent health problems just by being physically active. Regular daily exercise, or 'active living', in the form of a daily walk or bike ride can be key," she says. "That's why MCHD helped sponsor the last printing of the *Marion County and Surrounding Area Bike Route Map* and why we co-sponsored these workshops."

cont on page 18, see *Walkable Community Workshops*

A SAMPLE VISION OF A BICYCLE-FRIENDLY AND WALKABLE COMMUNITY

- All streets and highways include good provisions for bicycling and walking. It is easy for pedestrians — including children — to cross the street safely.
- Communities and neighborhoods are planned and built more like they were a half century ago, with mixed land use, active downtowns and main streets, and shorter trip lengths for routine trips (such as going to school, to shop, or even to work).
- People have easy access to their community on foot, by bike, and by transit. They are not dependent on the availability of a private automobile for mobility nor do they feel compelled to drive.
- People walk and bike regularly. Most short trips are made on foot or by bike; transit and motor vehicles are used primarily for longer trips.
- There are people outside much of the time. People feel secure; crime rates are very low.
- Parents are comfortable with their children being outside and encourage them to go out.
- Children spend more time outside with other children and without the direct supervision of an adult
- Most children walk or bike to school, to visit friends, and to get to local parks and recreation facilities.
- Most people can walk or bike to local park and recreation facilities, the post office, and the library.
- Traffic regulations are strictly enforced, violators are held accountable for the consequences of their actions, and compliance with the vehicle code is generally high.
- Motor vehicle speeds are low (25 mph or less) in neighborhoods, near schools, and in other locations with regular pedestrian traffic and/or children. Motorist slow when they see or expect children so they can stop if a child runs into the street
- Motor vehicle crashes, injuries, and fatalities are infrequent.
- Physical activity levels are high for people of all ages and abilities, and people are healthier.

[From: NCBW (bikewalk.org). Version 2.0: 15 December 2002]

WALKABLE COMMUNITY WORKSHOPS

(from page 17)

WALKABILITY GOALS & OBJECTIVES

Following are standardized NCBW goals and objectives for the five elements to be considered when developing a walkable community Vision Statement.

TRANSPORTATION GOAL STATEMENT

In my community, a balanced transportation system includes public transit, automobiles, and plenty of safe, easily accessible places – including public streets and highways – where people of all ages can walk or bicycle. The majority of trips of less than one mile are made by walking or bicycling.

Objectives

- Plan, design, and construct all new streets and highways to serve bicyclists and pedestrians, in addition to motor vehicles.
- Modify existing streets and highways to accommodate bicyclists and walkers.
- Maintain streets and highways, especially in winter, to make them safer for pedestrians and bicyclists.
- Wherever pedestrians are permitted on the public right-of-way, also provide places for the disabled to travel.
- Distribute transportation funds to guarantee that 1) all projects receive enough money to construct bicycling and walking facilities, and 2) a fair share is dedicated to fixing existing roads that aren't bicycle-friendly or walkable.
- Align new streets and highways in a traditional grid pattern. This design offers more route choices, shortens the average trip distance, and reduces the speed of motor vehicles.
- Develop a system that includes public transit and places to bicycle and walk. This will provide people with realistic alternatives to traveling in private motor vehicles.

LAND-USE GOAL STATEMENT

In my community, new development creates an environment where the majority of trips are made by walking, bicycling, and public transit. Most people walk or bicycle for transportation and/or for recreation and health. Land-use decisions consider the potential impacts on public health.

Objectives

- Use Smart Growth principles in all state and local programs that involve land-use planning.
- Make public-health impacts a top priority when making decisions about community development.
- Make traditional neighborhood development (TND) the standard for residential areas.
- Concentrate commercial and retail development in town centers and, on a suitable scale, in neighborhood locations.

- Reduce average trip distances.
- Make bicycling, walking, and public transit more appealing and accessible, so that they become the preferred way of traveling for the majority of trips.

SCHOOLS GOAL STATEMENT

In my community, moderately sized schools are located in the neighborhoods they serve. Most children walk or bike to school. School grounds and buildings provide for a broad range of community needs.

Objectives

- Build schools within walking distance of the student population.
- Make it easy and safe for students to walk and bike to school.
- Choose and develop bicycle- and pedestrian-friendly school sites.
- Strictly control motor vehicles on and near school grounds, at bus stops, and along routes traveled by students to school.
- Encourage children to bike and walk to school.
- Plan and manage schools as multipurpose community centers.

PARKS GOAL STATEMENT

In my community, every neighborhood includes parklands and playing fields, and most people can walk or bike to them. Additional recreation sites outside the neighborhood are easily reached by public transit. Most children can safely travel to their neighborhood parks by themselves or with friends. Most organized youth sports take place in playing fields and on courts located in or near the neighborhood where the children live. Trails and pathways are within walking/ biking distance of residential areas.

Objectives

- Include parks and playing fields in the plans for new subdivisions.
- Add parks and other recreation facilities to existing neighborhoods that lack them.
- Locate neighborhood parks and playing fields where they can be easily and safely reached by bicyclists and pedestrians.
- Build small neighborhood playing fields for youth sports that are reachable by walking and cycling. These are preferred over larger, regional facilities to which people must drive.
- Ensure that public buildings and spaces, such as schools and school grounds, serve the recreation needs of a broad range of the community.
- Develop a system of trails that most people in the neighborhood can bike or walk to.

WALKABLE COMMUNITY WORKSHOPS

(from page 18)

BETTER THAN A TREADMILL

But a brisk walk or regular bike ride can be more than just great exercise; they can be a convenient, efficient ways to get around.

“The MPO has been encouraging the use of alternative transportation for years,” says Inman. “We developed the Marion County bike route map in 2000 and updated it just last year to include the surrounding area. We’ve sponsored the Pedal & Park program which offers free, secure bike parking at greenways adjacent events throughout the spring and summer for the last five years. And we’ve completed four phases of our Pedestrian Route Plan and are currently extending it into the surrounding counties,” she notes. “Besides the health benefits, walking and biking helps maintain transportation system efficiency, reduce traffic congestion, increase mobility options and improve regional air quality. There’s no downside here.”

Making the most of the ‘upside’, though, takes a lot of planning and coordination. For years, area residents have benefited from a well established and still growing network of greenways that attracts hundreds of thousands of visitors for recreation and travel each year. Through initiatives like the June workshops, planners hope to develop long-term design guidelines and implementation policies that transfer greenways-like appeal to neighborhood pedestrian and bicycle infrastructure throughout the region.

“In a nutshell, our goal is to make our community more pedestrian and bicycle friendly,” explains Dearing. “What if we could make it so that people didn’t bother with their cars for trips under a mile? Can you imagine the benefit that would be to our congested streets (see related story, page 6) and our poor air quality, not to mention our health index,” he asks. “That’s the vision for our region the co-sponsors of these workshops and thousands of area residents already share.”

In workshop parlance, a ‘Vision Statement’ sums up how you would like the future to look. To help alternative transportation advocates and workshop participants, the NCBW developed the Sample Statement shown on page 17. Armed with their own Vision or Goal Statement, workshop participants then assessed how walkable and bicycle-friendly our community is, according to various criteria or Vision Elements including 1) Transportation, 2) Land-use and development, 3) Schools, and 4) Parks, recreation and trails.

“The approach is a valid one,” says Dearing. “We’ve always known that transportation planning can’t be performed in a vacuum. To be effective, it has to be conducted cooperatively with other planning areas, especially land-use planning, because our transportation system is so influenced by development and the location/number of employers, residential devel-

Among the nearly 40 other American cities to have already hosted NCBW Walkability Workshops are:

Birmingham, AL	Atlanta, GA
Washington, DC	Binghamton, NY
Louisville KY	Boston, MA
Lexington, KY	Burlington, VT
Minneapolis, MN	Charlottesville, VA
St. Paul, MN	Gulfport, MS
Albuquerque, NM	Hartford, CT
Cincinnati, OH	Rochester, NY
Providence, RI	Spokane, WA
Salinas, CA	

opments, and popular recreational destinations. These are trip generators. They make it clear how important it is for there to be a shared vision among all planners.

Nearly 40 communities across the country have presented more than 250 workshops to some 4500 residents including elected officials, government staff, business leaders, media representatives and interested parties from all walks of life.

“We can’t say the MPO co-sponsored these workshops as a good start or end to our pedestrian planning process because we’ve been encouraging walking and biking for a long time and that effort will continue,” says Inman. “Let’s just say that they represent several more steps toward making our community more pedestrian and bicycle-friendly.”

To learn more about the Indianapolis region’s Walkable Community Workshops, and the proposals developed there, visit the MPO web site at www.indygov.org/indympo, or contact Amy Inman at 317/327-5646 (ainman@indygov.org).

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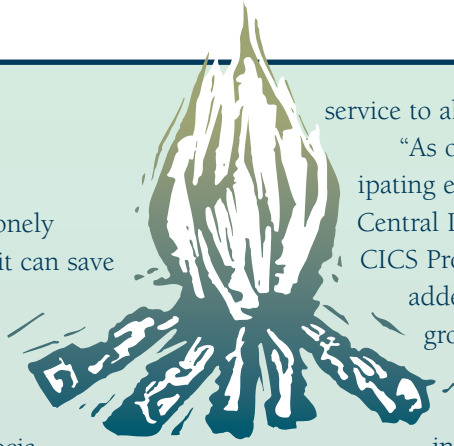
IRONS IN THE FIRE

BIG NEWS, BIG NUMBERS AT CICS

Did you know that improving your lonely commute can not only save your nerves; it can save you big bucks. According to the American Automobile Association, it costs an average of 51.7 cents per mile to own and drive a car, including gasoline, vehicle maintenance, insurance and depreciation. That means you're spending \$20 a day, \$434 a month and \$5,208 a year (not including parking) if you commute 20-miles a day!

The high cost of commuting all by yourself is definitely a big reason Central Indiana Commuter Services (CICS) continues to be embraced by both regional commuters and their employers. High stress and increasing traffic congestion are two more.

As previously reported in *teMPO*, (Autumn 2004, Winter 2004), CICS is a new program of services from IndyGo. The program's purpose is to encourage, accommodate and facilitate mobility options for Central Indiana employers and their employees. Its service area includes Marion, Hamilton, Madison, Hancock, Shelby, Johnson, Morgan, Hendricks and Boone Counties. Through CICS, commuters are able to reduce the stress, expense and time required by their daily commutes, while their employers benefit from a more productive, reliable and happier workforce. Mobility options include alternative transportation modes such as public transportation, carpooling and vanpooling, but CICS offers benefits even to those willing to bike or walk to work by providing Emergency Ride Home



service to all registered program participants.

"As of mid-May, our data base includes 44 participating employers who represent more than 50,000 Central Indiana employees," notes Ruth Reiman, CICS Program Manager. "Just since April, we've added nine new employers. So we've had a lot of growth and activity to talk about

Recent CICS developments include:

- The launch of a new CICS web site in March, 2005. Interactive features include on-line automatic ride matching capabilities, plus a commute cost calculator and a classified ad section. Through the new Web site, car- or vanpoolers can submit a profile that details their commuting patterns. Within seconds, a match list is sent back, which shows potential carpool partners, available vanpools, and bike buddies. Visit centralincommuter.net for more information.

- Indiana Governor Mitch Daniels issuing an executive order for 'Greening the Government.' This order includes a goal of 5% participation for state employees in alternative transportation use. The State is the first and only employer in the region to have specified an alternative transportation goal for its employees.

- CICS co-sponsoring Bike-To-Work Day on May 20. As a co-sponsor, CICS also helped recruit two of its participating employers as event co-sponsors: Clarian Health Partners and National City Bank. In addition to providing financial support, both employers recruited employees to bike to work and provided volunteers for the Pedal and Park bike corral (see related story, page 9). This level of private sector involvement and sponsorship is new to Bike-To-Work Day. Clarian Health currently has 86 employees in the CICS data

CICS WEB SITE

COMMUTER DATABASE

	unique visitors	number of visits	carpoolers	transit riders	carpools	bikers walkers	commuters on file	added commuters	work sites on file	active employers
Aug-04	169	222								
Sep-04	284	379	12	7	5	0	82	82	35	
Oct-04	299	369	18	13	7	0	118	36	55	
Nov-04	655	964	57	50	29	7	387	269	153	
Dec-04	459	726	81	79	39	11	553	166	233	22
Jan-05	465	772	109	134	50	12	755	202	273	27
Feb-05	592	899	131	177	60	14	901	146	311	33
Mar-05	1056	1795	142	202	66	15	1061	160	376	35
Apr-05	890	1588	166	214	79	23	1241	180	432	40
May-05	643	1133	222	256	105	40	1503	262	487	45

base with 30 active participants; National City has 51 in the data base with 21 participants.

• CICS also gave away a bike in honor of Bike-To-Work Day. To qualify for the drawing, commuters had to pledge to carpool, ride the bus, bike or walk at least once during Indiana Bicycle Month. A total of 389 people signed up, 53 on May 20th alone! The lucky winner was Shane Clearwater who works for the Defense Finance & Accounting Service.

“Our participants are drawn to CICS to help themselves with the cost and hassle of commuting alone,” explains Reiman. “They’re really helping everyone, though, by reducing regional traffic congestion and air pollution,” she says. “That’s why our growing data base and expanding employer partnerships are good news for everyone.”

For more information on the benefits of Central Indiana Commuter Services, or on the tax benefits available to bus riders and vanpools, call 327-RIDE or visit www.327ride.net.

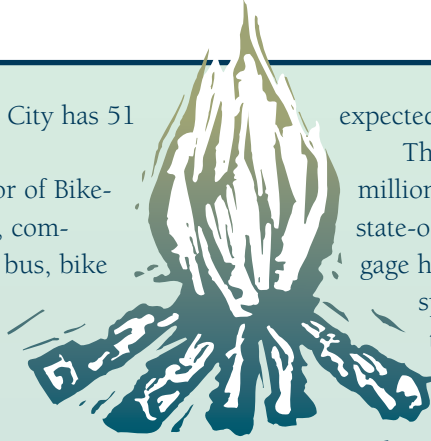
AIRPORT ENTERS NEW PHASE

On May 8th, the Indianapolis Airport Authority (IAA) kicked off a major new phase of construction for its passenger terminal building by issuing five key bid packages with a combined value of approximately \$65-70 million. These packages will result in contracts for terminal excavation and foundation work, structural steel, building concrete and passenger conveyance machinery. The bid packages are expected to draw bids from a large number of Central Indiana contractors. The IAA is expected to announce the winning bidders in June and July.

For the past two years, the focus of work at the Airport project has been on the construction of a new Air Traffic Control Tower, construction of a new Interstate 70 airport access interchange; terminal site preparation and excavation; installation of utility lines and sewers; and, the design and engineering of the new terminal building.

The bid packages are the first that directly focus on the construction of the new passenger terminal building. Airport visitors and travelers over the next three years will first see foundation and structural preparation work, then the construction of the building on the modified site, which is located between the two main parallel runways.

IAA projections show that approximately 260 workers will be working on the site by spring, 2006. The project is



expected to create a total of 1,200 construction jobs.

The passenger terminal building will feature 1.2 million square feet of floor space. It will include a state-of-the-art ticketing hall with an advanced baggage handling and security system, retail and dining space greatly expanded over that available in the current terminal, and two concourses with a total of 40 gates.

The new terminal's centerpiece will be Civic Plaza, a sky-lighted open area reminiscent of Monument Circle where passengers will meet among artistic and cultural elements. The new airport also will include about 17,000 parking spaces, including a 5,900-vehicle parking garage, support facilities and improved utilities and airside operations.

Construction cost for the terminal building complex is estimated at \$340 million. The building is scheduled to open in late 2008.

In other airport news IAA members, joined by representatives of the Indianapolis' art community, unveiled initial concepts for proposed public artwork on Friday, April 22nd. The event was a first look at concepts that could be installed at the new Indianapolis Airport.

A total of 551 artists representing six countries and 39 U.S. states and territories submitted their qualifications to be considered for airport artwork opportunities. Of this number, 208 are Indiana artists – 120 of whom live and work in the

Indianapolis area. Artists from Canada, the Netherlands, Japan, England, Australia and Wales also submitted qualifications.

From the finalist pool of 52 artists, 42 were asked to submit artwork concepts. A total of 36 responded, including Tom Otterness of Brooklyn, NY and renowned Indiana artists Arlon Bayliss of Anderson and James Wille Faust of Indianapolis.

The finished airport may include several of these proposed concepts. The airport's Arts and Culture Steering Committee will continue to evaluate these and other concepts for their aesthetic impact, site appropriateness, buildability and other factors into the summer. The final selection of artwork will be announced later this year.

The public had the opportunity to review and comment on the artwork concepts, which were on view at the Indianapolis Artsgarden in downtown Indianapolis from April 25 through May 8. To review the concepts yourself, or for more information on planned terminal construction, visit www.newindianapolisairport.com.



KNOZONE REBORN

(from page 15)

above the Earth's surface. At this great distance, ozone is literally life-preserving because it screens out harmful ultraviolet radiation before it can reach the Earth's surface. If not for good ozone, plants and crops could not grow, and both animals and humans could eventually perish from the full effects of the sun's ultraviolet rays.

Ground-level ozone, or bad ozone, is formed when the sun's ultraviolet radiation combines with emissions from automobiles, small engines and industrial sources. The actual chemical reaction involves oxygen, volatile organic compounds (VOCs) or nitrogen oxides (NOx) in the presence of sunlight, especially during hot weather. Each molecule of this ozone is composed of three atoms of oxygen, one more than the oxygen molecule we need to sustain life. The more intense the sun's rays and the warmer the temperature, the more ground-level ozone is formed.

Ground-level ozone is a real problem in Central Indiana. It reduces crop and forest yields; damages the appearance of trees and plants; and limits plants' ability to withstand disease, insects, harsh weather and other pollutants. At high levels, it can even cause paint to fade and rubber to crack. But that's not all. In high concentrations, ozone can be a health hazard, affecting the throat, respiratory tract and lungs. It can irritate your respiratory system and inflame, or even permanently damage, the cells that line your lungs! People who are active outdoors or have lung diseases, like asthma or emphysema, are most in danger from the effects of ozone.

There are numerous sources of ground-level ozone. Automobile, truck and bus exhaust, as well as large industry and fuel combustion sources, like utilities, all help create ozone. Small

Did you Know? . . .

In 2003, rush hour congestion caused 3.7 billion hours of travel delay and 2.3 billion gallons of wasted fuel in the U.S. – an increase of 79 million hours and 69 million gallons over the previous year!

Source: Texas Transportation Institute 2005 Urban Mobility Report,

industries, like gas stations and print shops, contribute to ground-level ozone, too. Even emissions from aircraft, locomotives, construction equipment, and lawn and garden equipment contribute.

However, at 60%, the overwhelming source of ozone producing emissions are personal vehicles.

The Environmental Protection Agency (EPA) established federal limits on the ground-level ozone concentration permitted in outdoor air in 1970 with the creation of the Clean Air Act. These limits were health-based and were

cont on page 23, see Knozone Reborn



KNOZONE ACTION DAY ACTIVITIES

As in past years, the KNOZONE symbol will appear on TV and in the newspaper this spring and summer to indicate a KNOZONE Action Day — days in which special voluntary measures are recommended to reduce the formation of ozone pollution. Those wishing to help reduce the possibility of ozone pollution can do so by . . .

- filling gas tanks after 6 pm
- mowing lawns after 6 pm
- choosing in-store service rather than drive -thru lanes
- carpooling and/or combining errands to reduce car trips
- keeping cars tuned and tires properly inflated
- making short trips by bike or on-foot
- riding the bus for half-price. Call IndyGo at (317) 635-3344 for info.
- using water-based, rather than oil-based, paints and solvents
- avoiding the use of aerosols

KNOZONE REBORN

(from page 22)

designed to make sure residents throughout the United States were breathing clean, healthy and safe air.

For several years, Indianapolis' ozone levels did not meet federal air quality standards, and the city was designated as a non-attainment area for the ozone pollutant. Thanks to years of hard work from the city and the business and industrial community, Indianapolis reduced ozone levels below the federal standards and returned to attainment status in November, 1994.

However, in 2004, the EPA implemented a new, more restrictive air quality standard for ground-level ozone concentrations and Central Indiana, like many major metropolitan areas nationwide, was once again designated as a non-attainment area. Air quality monitoring data indicate that all nine counties are now in violation the new federal standard.

In response to existing air quality data and the threat of new air quality restrictions, Knozone is expanding its efforts to get citizens and businesses throughout the region actively involved in the program.

Although the actions promoted by Knozone are voluntary, they can be highly effective and may impact the type of federal regulations that are imposed on the Central Indiana region in the future.

STAY "IN THE KNO"

How can you help fight ozone, and be sure to "be in the know" when ozone levels are high? Listen to the team of meteorologists, chemists and physicists who are monitoring the region's weather conditions and have the authority to call a "Knozone Action Day."

You can, by listening to the radio or television, visiting the Knozone Web site (www.knozone.com), reading the newspaper and calling the 24-hour Air Quality phone line at (317) 327-4AIR to

Did you Know? . . .

The estimated number of summer vacation trips Americans will take this year has jumped 17 million from the total of five years ago. In the year 2000, the number was 311 million; this year, an estimated 328 million, despite a sluggish economy and high prices at the pump.* In fact, most Americans (53%) won't alter their summer vacation plans because of the high price of gas, according to a recent CNN/Gallup Poll (May 20-22, 2005).

* Source: Travel Industry Association of America

find out when a Knozone Action Day has been declared. When it is, be sure to avoid the activities listed below.

In addition, the DPW introduced the Knozone E-mail Alert program in 2003. It is intended to provide area residents and businesses with the most up-to-date Knozone information by using e-mail to alert them that the following day is expected to be a Knozone Action Day. Alerts are sent directly to your e-mail account to make you aware of upcoming Knozone Action Days and to provide you with easy tips to help reduce ground-level ozone while still conducting your daily routine.

As an added feature, the American Lung Association of Indiana and the Marion County Health Department, will

issue air quality health advisories on those days when ground-level ozone readings reach levels that are considered harmful for the general population. On such days, you will receive a special e-mail alert with tips for how you can protect your health on high-ozone days.

To register, please send an e-mail with your name, e-mail address and company name, if applicable, to knozone@indygov.org. You will be added to the Knozone list server to receive future Knozone alerts and announcements.

For more information on DPW's ozone awareness program, including upcoming events, and 2005 goals, contact Angie Nussmeyer of the DPW at 317/327-2053.

YOUR MPO STAFF

. . . includes these people who would be happy to address your comments or questions on any aspect of the transportation planning process:

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For more information on our regional transportation planning process, visit the MPO web site at www.indygov.org/indympo.

MPO RENEWS, P & P EXPANDS

(from page 9)

The 35th Annual Broad Ripple Art Fair took place the following Saturday and Sunday, May 21 & 22, on the grounds of the Indianapolis Art Center, 820 E. 67th Street. Area cyclists rode to the event along the Monon Trail, or other appropriate routes, and checked their bikes into the fenced, Pedal & Park corral located along the Monon Trail south of the trail entrance to the Art Center, north of 65th Street. Bike parking was available from 10 AM to 6 PM on Saturday and 10 AM to 5 PM on Sunday.

“We set a new record during that event,” notes O’Donnell. On Saturday, we parked 221 bikes. On Sunday, another 100. That’s the biggest Broad Ripple Art Fair we’ve ever had, and bodes well for the bright, busy summer ahead!”

The demand for alternative travel options throughout the region, particularly ‘people powered’ modes, continues to grow, fueled by increased traffic congestion (see related story, page 6) and concern for the area’s worsening air quality (see related story, page 5). The Pedal & Park program has succeeded, not because of MPO support, but because it helps meet a recognized need to increase the people-orientation and efficiency of our transportation system.



Pedal & Park Bike Corrals, like this one, are attracting high numbers again this year. In May, 321 area cyclists parked for free during the two-day Broad Ripple Art Fair – a new record for the event!

“Thanks to programs like this, more people are turning to cycling as a healthy, convenient alternative to car travel,” says Dearing. “Supporting Pedal & Park is part of our on-going efforts to relieve traffic congestion, improve air quality, and develop a more bicycle-friendly community.”

For more information on the Pedal & Park program, or to volunteer your time, visit indygreenways.org/pedalpark.



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Want to be heard on region-wide transportation planning issues? Here are four ways:

- Visit the MPO web site at indygov.org/indympo and attend the public meetings listed there
- Call the 24-hour MPO Comment Line at 317/327-8601
- Contribute to the DIRECTIONS Discussion Board at www.indygov.org/indympo/rapid_transit/rts.htm
- E-mail or call any of your MPO staff using the contact information contained in *teMPO*